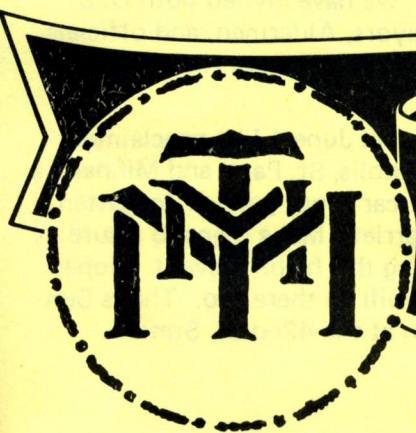


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MINNEGAZETTE

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MAY-JUNE 1979

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ABOUT THE COVER

Interior view of the Lake Superior Museum of Transportation and Industry in Duluth, which MTM members visited via Amtrak on April 21, displays the Duluth and Northeastern Engine No. 28 (left), and St. Paul & Pacific Engine No. 1 - the WILLIAM CROOKS - the first engine to turn a wheel in the State of Minnesota in 1861. (Photo courtesy of Wayne C. Olsen)

MTM RECEIVES \$13,200 GRANT

The Minnesota Historical Society has awarded MTM a \$13,200 grant for continued upgrading of the Como-Harriet Streetcar Line. The funds will be used for professional realignment and ballasting of the track in general, particularly the S curve to smooth out the 'rock and roll'. Also, the track will be extended about 200 ft at the northern end near 37th St. The balance of the funds will be used for routine replacement and repair of equipment and supplies. Our most gracious thanks to the Minnesota Historical Society for this generous grant.

SAVE THE MILWAUKEE ROAD DEPOT

Duluth saved their depot. Can we save ours? The old vacant depot at 3rd and Washington Av. S. in downtown Minneapolis with its train shed has the potential for becoming most anything if it can be saved. The Minnesota Historical Society calls the depot and its train shed one of nine of its kind remaining in the United States. You can help by attending hearings when the depot is considered to be added to the city's list of historical sites.

In the meantime, you can let your feelings be known immediately by calling or writing Minneapolis 8th Ward Alderman Mark Kaplan. He is interested in restoring the Milwaukee Depot but would like your support too. His office number is 348-2208 or you can write him:

Mark Kaplan
Alderman, 8th Ward
307 City Hall
Minneapolis, MN 55415

PRESIDENT'S MESSAGE

We are aiming for another record year at the Como-Harriet Streetcar Line. No. 1300's woodwork is looking spiffy in new varnish and as of late May, our trackage through the Glen should be smooth as satin.

As is past years, we need more streetcar operators in order to spread the work load evenly. If you have not signed up to operate the car, or if you would like to become an operator for the first time, please contact Mike Buck for an assignment or training session.

The Twin City Lines emblem which each one of our operators wear stresses safe, dependable service. Let us all remember to show up for operating and track crew assignments, and remember that safety for ourselves and our passengers is paramount.

Bill Graham
President

LAST STREETCAR SILVER ANNIVERSARY

On June 18, 1954, 60 years of streetcar service sadly came to an end in the Twin Cities and Minnesota with the abandonment of the three remaining lines; the Como-Harriet, Oak-Harriet, and Intercampus. Car No. 1300 was one of the last of a rapidly diminishing supply of the heavy rail vehicles still in service on that final day. Cars No. 1300 and 1775 carried a group of railfans over the remaining trackage the next day to close out all service.

Well, circle Sunday, June 17, 1979 on your calendars! Car No. 1300 will again be making a special railfan trip over the Como-Harriet trackage. The MTM is planning a special silver anniversary commemoration run at noon that day following a short program that, hopefully, will be well attended by many notable state and local dignitaries that we have invited. We have invited both U. S. Senators, the Governor, Mayors, Aldermen, and officials of other agencies including the Minnesota Historical Society to our program.

In addition, we have asked that June 17 be proclaimed as 'Streetcar Day' in Minneapolis, St. Paul, and Minnesota as a reminder that the streetcar is not gone or forgotten - but is still here - at Lake Harriet! Make plans to assure us of a huge crowd by attending this historic event. Hopefully, the TV and the press will be there too. That's Sunday, June 17 at 12:00 noon at the 42nd St. Station.

VEHICLE OPERATIONS

I have four items to bring to your attention: 1) a thank you, 2) a discouraging situation, 3) an encouraging statement, and 4) a request for understanding, patience, and your support.

1) A THANK YOU is hereby tendered to those individuals who graciously volunteered to staff the Minnehaha Depot. Flexibility in summer schedules on the part of MTM members has allowed for at least two people per Sunday shift to become a reality at Minnehaha. A reminder that schedules have been sent out and that Sunday operating times are from 1:30 to 4:30 pm.

2) A DISCOURAGING SITUATION has arisen in that the CHSL staff roster has been reduced to 27 operators and 21 forepersons. With a heavy commitment toward museum building programs and daily afternoon and/or evening schedules:

a) current qualified operators (27) that responded to the survey will be asked to operate more frequently during June until new trainees can be certified.

b) forepersons will be asked to perform as operators until the roster squeeze can be relieved.

c) scheduled sessions (Wed, Fri, Sat, & Sun) must be filled before unscheduled sessions. Yet, whenever the car can run, it must do so.

3) AN ENCOURAGING STATEMENT is that there's at least 25 trainees that, when they become qualified, will greatly relieve the current operator shortage. Operator trainee sessions and qualified-operator refresher opportunities will be conducted Wed. May 23, Thu. May 24, and Fri. May 25 from 6:30 pm until dusk. On Sat. May 26, a qualified operator refresher session and operator's update will be held from 8:30 am until 1:00 pm, with the car being available to members to stop by and operate BEFORE REVENUE SERVICE BEGINS. If operators/forepersons cannot make any of the above sessions, please attempt to contact me, as all members should operate the car prior to returning to revenue service.

4) I ask for your UNDERSTANDING, PATIENCE, and SUPPORT, as I begin our first month of operations. I will make mistakes; let me hope they will be few. I will especially need your support through June to operate the car. As I call (and possibly recall) you, as you feel you can, volunteer and help make the operation a success. I'm always looking for additional people at the Minnehaha and Harriet sites. Please contact me if you are interested.

Mike Buck, home phone 566-2688
Vice-President, Vehicle Operations

SUMMER WORK PROGRAM AT LAKE HARRIET

MTM again this summer will work with the Center for Community Action (CETA) on a coordinated work program at the Como-Harriet Streetcar Line. They provide the youth help to us at no cost and were a big help in the general weed-cutting and cleaning up the right-of-way last summer. Scheduled tasks for this summer include:

- Finish cribbing four trees and repair three old cribs
- Reset edging bricks against ties at W. 42nd St. Station and sod the bank
- Replace 50-70 ties south of W. 42nd St.
- Build small loading platform at north end of line and chip path to Richfield Road
- Fine rake and seed grass on line north of park service area
- Remove 90 ft of siding at Linden Hills end of line to make way for preparation of ground and embankment for new car barn. Car barn is scheduled for construction (by a contractor) in October with the arrival of Duluth streetcar No. 265 set for November.

George Isaacs, Vice-President
Construction & Maintenance

COMO-HARRIET WESTERN EXTENSION

MTM is again active in its pursuit of doubling the length of the Como-Harriet Line with a one-mile extension to the west. A series of letters, documents, and drawings is being prepared for submission to many parties to gain the necessary permissions and grants to complete this enormous and expensive project. The first step is to have the additional right-of-way declared a Minnesota Historical Site as the current line is now.

This extension, which follows the original right-of-way parallel with W. 44th St., may have to be completed in two phases. Phase 1 would call for the extension to run from the car barn westward through a curving block-long concrete alley, across Upton Av. S. and terminate three short blocks later at Xerxes Av. S. Phase 2 would extend the line across Xerxes, York, Zenith, Abbott, Beard, and Chowen Avs. and loop (?) at Drew Av. S. near the 44th and France business district.

Phase 1 would be more costly because of the incline behind the barn up to the alley and the tearing up and repaving of the alley. Phase 2 generally is flat and grassy except for the six street crossings.

With the large parking areas near 44th and France, we may soon see No. 1300 provide a functional service shuttling concert-goers to and from the congested Lake Harriet pavilion area, similar to the way our ancestors went to the concerts 50 years ago. Our most optimistic hopes would be to begin the extension in 1980.

NEWS FROM THE COMO SHOPS

DULUTH STREETCAR NO. 265 - The new oak tongue-and-groove floor is in. The seats have been taken apart, the steel in them sandblasted, and are being reassembled. We are preparing to install the Peter Smith heater and 175 ft of 1½ in. pipe. The air compressor is in and soon the air tanks will be too. Three of the four front door panels are done and soon they will be put back on. The rear truck is ready to be put back under the car and 75 percent of the parts for the front truck are at the shops. Hopefully, that truck will be easier to assemble.

NORTHERN PACIFIC STEAM ENGINE NO. 328 - Not too much more to report here since the last issue except that No. 328 will not be ready for Lumberjack Days in Stillwater in early August. Much work remains to be done and it really cannot be rushed.

'RAILFANS' BEER COMING

The long-awaited appearance of the new 'Railfans' beer is imminent. After many delays due to various government approvals, can design changes, and financial arrangements, the beer will be available by June 1. By special arrangement with Continental Can Company, Schell's Brewery, and Dom's Liquor Store, 1200 cases of beer will be produced along with 600 cases of vacuum-packed 'empties' for the Beer Can Collectors of America.

This attractive can features the railroad track logo reproduced below and a color photograph of the Dan Patch and triple combine car No. 1102 as they appeared together for Lumberjack Days in Stillwater. The can proclaims the 'first run of restored No. 100 July 27, 1978'. There is a brief history of the Dan Patch on the can also.



If the sales are successful, more Railfans beer will be produced featuring pictures and histories of Como-Harriet streetcar No. 1300 and Northern Pacific steam engine No. 328. Continental Can said that this can is one of the most beautiful that they have ever produced and should be a big seller. That would be good news for MTM which considers Railfans beer a possible large fund raiser as we will get a percentage of all sales.

The beer will be available only from Dom's Liquor Store, 2201 University Av. NE., Minneapolis. Ken Snyder will handle the sales of the 'empties' for MTM. You can order these empties at \$1.00 each from Ken Snyder, 4425 Zenith Av. S., Minneapolis, MN 55410. We will also explore the possibility of finding other outlets for these cans.

MTM/AMTRAK TRIP TO DULUTH

Despite very short notice, over 60 MTM members and their families rode the 2nd annual MTM/Amtrak North Star special to Duluth on Saturday, April 21. Again, Amtrak provided us with our own coach, one of four that, with a snack car and a pullman, made up the train. The snack car, as usual, was the most popular spot on the train for the kids (and adults). The sunny and mild weather afforded excellent viewing of the scenic still snow-covered north woods and swollen Kettle River.

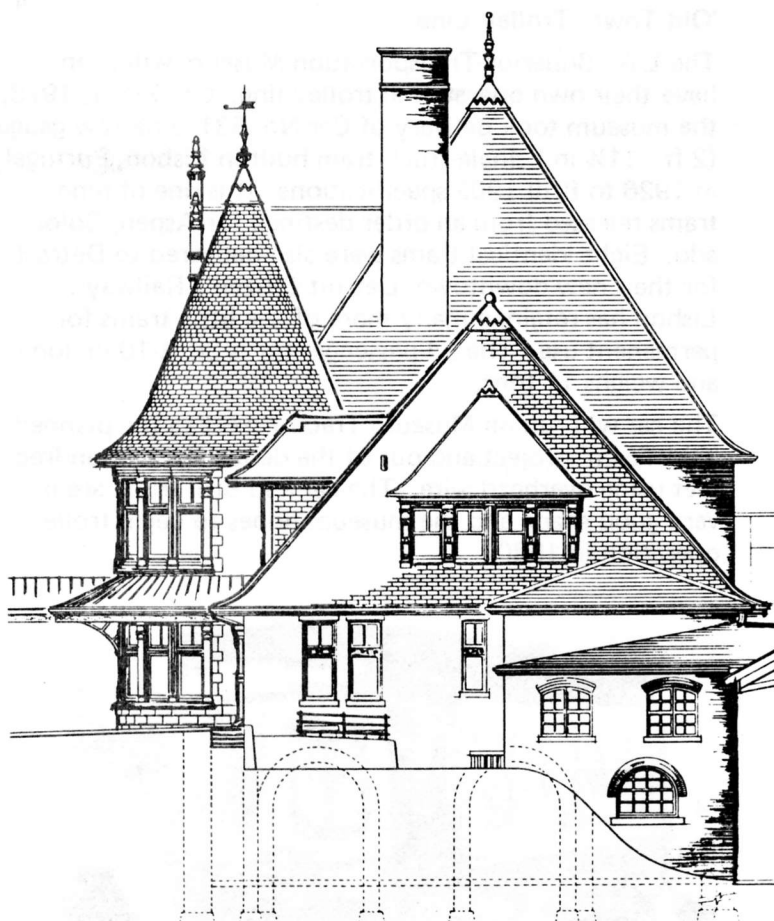
As the North Star pulled into Duluth right on time (at 11:35 am), the MTMers were warmly greeted by members of the Lake Superior Transportation Club and provided free admission to the adjacent railroad museum. The next six hours were 'on our own', but many members spent nearly all of it touring the superb railroad museum. Most of us reacquainted ourselves with the Dan Patch, the diesel-electric locomotive restored by MTM and on temporary display in the museum where it arrived under its own power last November.

Since the depot is downtown, many MTM family members were able to do some shopping, sight-seeing, or eating at one of the many nearby restaurants. Many of us lunched at Mr. Nick's, the Lake Superior Transportation Club's Saturday luncheon spot, where we exchanged news with each other. It was an excellent chance for our two clubs to further our understanding and cooperation with each other in our common causes.

At 6:00 pm, we boarded the North Star for home, watched the sunset as we made our three stops in Superior, Sandstone, and Cambridge, riding the last two hours in the dark. We passed through the now vacant area of the old Great Northern Depot under the Hennepin Av. bridge and pulled into the Midway Amtrak Depot at 9:33 pm, two minutes early. We can only hope that the state of Minnesota will renew the North Star subsidies so that we can experience this thoroughly enjoyable trip again some day.



Interior of new Midway Amtrak Depot in St. Paul.



LAKE SUPERIOR MUSEUM OF TRANSPORTATION

The Lake Superior Museum of Transportation and Industry in Duluth contains one of the finest railroad exhibits in the country and is growing. MTM members spent hours touring the equipment on April 21.

The railroad museum is just part of a cultural center that has come to life in the former Duluth Union Depot. The depot opened in 1892 and served 50 trains from seven railroads daily in its heyday between 1910 and 1920. Built of the finest materials, the depot with its turrets and massive roof peaks is reminiscent of a medieval castle.

Three decades ago, the old depot was almost replaced by a new one, but survived to see the end of passenger service in 1969. Unlike other depots, large and small, the depot escaped the wrecking ball and was designated a National Historical Site in 1971 and is now the property of St. Louis County. The first goal of the cultural center project was to completely enclose six tracks for the railroad museum.

In 1973, a Performing Arts Center was built next to the old depot to make this complex a cultural, historical, and educational center. Today, this complex is known as the St. Louis County Heritage and Arts Center, which houses the Lake Superior Museum of Transportation, a historical museum and research center, and an art gallery.

The block-long railroad museum, which opened in May, 1977, contains six jam-packed tracks of rail equipment from locomotives to snow plows. A new parking ramp over the outside trackage will extend the enclosed museum trackage even further. Other museum projects planned include outside track work and possible installation of the C&NW Canby, Minn. 'Armstrong' turntable. Railroad exhibits will be changed periodically. Creation of a 'living' museum is a major goal.

The roster of equipment is impressive. The museum has on display 13 locomotives, old passenger and freight cars, cabooses, and other equipment with more coming.

Locomotives on display include:

William Crooks (see cover) weighs 28 tons and is 50 ft long. Made last steam run in 1948.

D&NE No. 28 (see cover) built in 1906 for freight service and weighs in at 102 tons.

Northern Pacific Engine No. 1 - MINNETONKA, a wood-burner built in 1870, worked in Minnesota and later in Washington state. Weighs only 12 tons.

Duluth, Missabe & Iron Range (DM&IR) No. 227, built during World War II, the 'Mallet' is one of the largest and most powerful locomotives ever built. It is 128 ft long and weighs a massive 566 tons! This 2-8-8-4 articulated engine is elevated over the rails so that its huge 16 drive wheels can rotate (with sound effects).

Milwaukee Road E-50 Electric Engine No. 10200, another giant that is 112 ft long and weighs 288 tons. Built by General Electric in 1915, this twin-unit articulated engine operated across five mountain ranges until its retirement in 1974.

Hanna Mining Co. Electric Engine No. 307, a 60-ton steeple-cab built in 1928 for mining use.

Mack Diesel Switcher No. 1, built by Mack in 1931 for Northern Pump Co., Mpls. Performs switching duties at the museum.

Oliver Iron Mining Diesel No. 900, a 123-ton diesel-electric built in 1940 for the Mesabi Range. Operational.

U. S. Air Force Diesel Engine No. 8566, a 45-ton low profile cab diesel built in 1944 to U. S. military specifications.

Northern Pacific Engine No. 2435, built in 1907 for freight service. Retired in 1954.

Duluth & Northern Minnesota No. 14, built in 1913 for a logging train. Weighs 90 tons.

Duluth Works (U. S. Steel) No. 7, a little saddle-tank engine built in 1915 for service near an open hearth. Weighs 38 tons.

M.St.P.R.&D.E.T.Co. No. 100 - DAN PATCH, MTM's own 1913 diesel-electric is on display.

Other equipment on display and year built include:

- St. Paul & Pacific Coach No. 3 (1882)
- St. Paul & Pacific Passenger/Baggage Car No. 1 (1882)
- D&IR Coach No. 19 (1890)
- Soo Line Diner-Lounge Car No. 2017 (1913)
- Milwaukee Road Coach No. 639 (1947)
- Burlington Northern Dining Car No. 1250 (1951)
- DM&IR Coach No. 33 (1918)
- SP&S Baggage Car No. 66 (1923)
- C&NW Parlor-Lounge Car No. 6700
- Northern Pacific Rotary Snow Plow No. 2 (1887)
- Northern Pacific Snow Plow No. 19 (1900)
- Northern Pacific Wrecker No. 38 (1913)
- St. Paul & Pacific Box Car No. 1320 (1879)
- D&IR Box Cars Nos. 5124 & 5132 (1885)
- DM&N Flat Car No. 2124 (1893)
- D&IR Refrigerator Car No. 7128 (1906)
- D&IR Gondola No. 6105 (1907)
- DM&N Ore Car No. 849 (1900)
- Duluth Works (U. S. Steel) Charging Car
- Duluth Works (U. S. Steel) Slag Car
- Soo Line Caboose No. 99017 (1886)
- DM&IR Caboose Nos. 9 & 12 (1893)
- McGiffert Log Loader (1901)
- Lisbon, Portugal Tram No. 531 (1926)

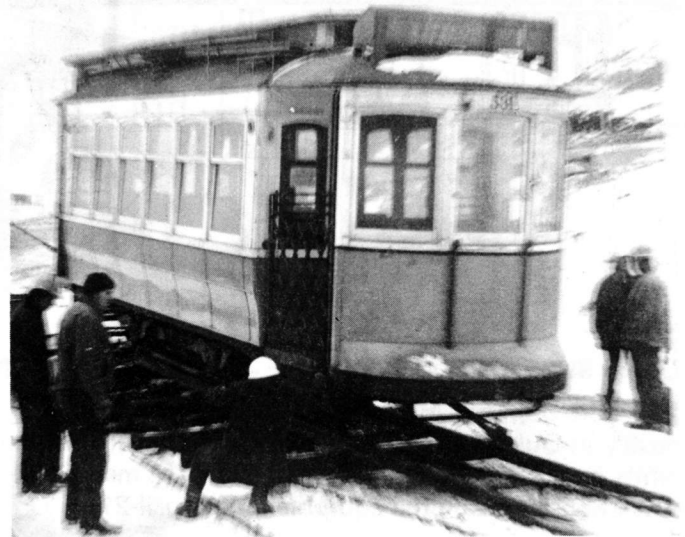
Planned acquisitions include an 1878 Minnesota Midland (CM&StP) narrow gauge box car, a Quincy & Torch Lake narrow gauge ore car, and possibly the DM&N business car 'Missabe'.

Miscellaneous items on display include old headlights, bells, maps, photographs, timetables, etc. All in all, it is a mind-boggling display. We hope that all MTM members will take in the sights at this fine museum (via Amtrak, of course)!

'Old Town' Trolley Line

The Lake Superior Transportation Museum will soon have their own operational trolley line. On Dec. 1, 1978, the museum took delivery of Car No. 531, a narrow gauge (2 ft - 11½ in.) single-truck tram built in Lisbon, Portugal in 1926 to Brill 1902 specifications. It is one of nine trams released from an order destined for Aspen, Colorado. Eight identical trams were also delivered to Detroit for their new downtown 'Detroit Citizen's Railway'. Lisbon has retained many more of the little trams for permanent use. The 24-passenger car is 28 ft-10 in. long and weighs 11 tons.

The car will run on Museum Track 7 next to the planned 'Old Town' project and out of the depot several hundred feet using overhead wire. The car and Brill truck are in very good shape and the museum hopes to begin trolley operation in 1980.



Lisbon, Portugal Tram No. 531 (rear view) rolls down the ramp onto home rails at the Duluth Museum. (Frank A. King photo)

Lake Superior Transportation Club

The Lake Superior Transportation Club, started in 1973, is the 'working arm' of the museum. Begun originally as an HO model railroaders club, they quickly expanded their activities to include restoration of new equipment and care and cleaning of existing equipment. The HO exhibit is housed in the museum in a 20 x 40 ft replica of an old-fashioned small-town depot. The club now has over 200 members, publishes a newsletter and schedules occasional railfan trips. The current club president is David Carlson.

Our thanks to the Club for the gracious hospitality shown to MTM on our April 21 visit. We also want to thank Lake Superior Transportation Museum members Franklin A. King and Wayne C. Olsen for supplying MTM with 566 tons of museum information, a fraction of which is reprinted here.



David Carlson, President of Lake Superior Transportation Club (left), and Bill Graham, President of the Minnesota Transportation Museum meet in Duluth.



MINNESOTA STREETCAR MUSEUM

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August 2021

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